GREAT BRITAIN AND THE UNITED STATES

COMPARED. THE DECLINE IN THIS COUNTRY IS 2.7 PER CENT

r were the lowest ever known in this country. ecords earlier than 1860 are not comete and not very reliable, such as exist indicate that the lowest point ever reached prior to the war was in 1843, and 20 per cent below the average in 1860. But the last year has several times recorded prices averaging more than 30 per cent ow those of 1860. At the lowest point in 1894, 26, only \$68 23 would have bought of all commodities as much as \$100 January 1, 1860. fall of more than 31 per cent in thirty-five But this fall has been almost equally great in other countries. "The London Econist's" record of prices makes the index number December 1, 1894, just 71.26 per cent of the index number for January 1, 1860, so that the fall there has been 28.64 per cent in thirty-five years. On that date the decline here had been 29.77 per cent, though later in the month, and also in April, May and the latter part of July, it

prices throughout the world for many years deerves especial notice, as indicating how great is the interdependence between the chief commercial nations. Great Britain and other countries rely so largely upon the United States for livergence in these has become impossible, and it equally so with other articles which we buy largely from Great Britain or from markets which Great Britain controls, or from other countries, in such quantities as to determine the world's prices. But while this close general accord between the commercial markets in movenent of prices is inevitable, considerable fluctuans occur from time to time, owing to the concountries. It is now about ten years since prices in the United States and Great Britain practically reached a parity, in the sense that fall in the two countries had been the same than a fifth of 1 per cent; then after a divergence in 1887 the difference in July, 1888, was only iftieth of 1 per cent. Wide variations followed failure of crops in Europe, so that in July, 890, prices here were only 7.87 per cent lower relatively than in England, but the balance was hearly restored in 1891 and quite in 1892. Thus, in October, 1892, the month before the Presidential ection, which brought a change of policy to this country, the fall since 1860 had been 24.19 per cent, and in England 23.74 per cent.

since that time the changes may best be traced by treating the prices of October 1, 1892, each country as the base, or 100, and exsing prices for other dates in percentages. The following are derived from "The London omist's" index number for Great Britain, and from my own record of prices for many articles at New-York:

The change of policy in November, 1892, was ed by an immediate rise in Great Britain, was more than 4 per cent by April 1, diectly after the inauguration of Mr. Cleveland, of which prices also advanced here. By By January 1, 1894, the decline here was nearly 4 per cent, and in April, when the first

THE MARKETS.

TOTAL RECEIPTS TO-DAY. New-York, January 29,

CASH QUOTATIONS EXPORTS TO DAY

COUNTRY PRODUCE MARKET. For the week ending Tuesday, January 29, 189

onions, Havana, \$2 10682 15; peppers, \$2 20683; okra, \$4684 50. SUNDRIES—Peanuts quiet at 34,833%c for hand picked; Syanish shelled, 3%c; Virginia No L shelled, 2%c. Honey

EUROPEAN PRODUCE MARKETS.

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The control state of the control for the contr

LIVE STOCK MARKET.

New-York, January 29, 1895.

BEEVES-Receipts, 71 cars, or 1,222 head, 33 cars for export alive and in dressed quarters, 30 cars for city slaughterers, and 8 cars for the market. No trading in live cattle Feeling firm. City dressed native addes firm at 730c per lb, with extra carcasses selling as high as 9½c. To-day's cable advices quote the Liverpool market firmer for refrigerator beef at 9610c per lb, Latest cables from London quoted refrigerator beef at 84,600c, and American live cattle at 10½611½c dressed weight. Shipments to-day include 219 cattle and 1,20 sheep for M Goldsmith; 219 cattle for J Shamberg & Son, and 2,600 quarters of beef for Eastman's Company and 500 quarters for b 18 shipments, and the Majestic carries 1,500 quarters for Co Eastman's Company and 500 quarters for Co Eastman's Company and 500 quarters for Co Eastman's Company.

OTHER MARKETS-BY TELEGRAPH.

Public Notice.

the same daily for fourteen days in two daily newspapers published in this city, to be designated by his Honor the Mayor, according to the designated by his Honor the Mayor, according to the author, such advertising to be at the exposite is hereby given that at the time and place narred in the resolution the following application of the Third Avenue Railroad Company will be considered as required by the provisions of the Railroad Law. To the Honorable the Common Council of the City of New-Yerk:

The petition of the Third Avenue Railroad Company respectfully shows:

That your petitioner is a corporation duly organized and incorporated under the laws of the State of New-York and has constructed and now operates a line of railroad extending, among other streets, upon the Bowery. Third avenue, One Hundred and Twenty-fifth street, Manhattan street, and Tenth avenue, in the City of New-York.

That your petitioner proposes to construct, maintain and operate a street surface railroad for public use in the City of New-York, with double tracks, connecting with the tracks of sail company aiready construct, and as branches or extensions thereof, upon and atong the sow york, as follows:

From the junction of Kingsbridge road or Broadway and West One Hundred and Sixty-second street, compecting there by suitable curves, switches and appliances with this company's railroad upon Amsterdam avenue; running thence northerly and northeasterly through and along Kingsbridge road or Broadway to and across the proposed new bridge over the Ship Canal to and across the bridge over the Ship Canal, thence northerly through and along Kingsbridge road or Broadway to the City line.

Also from the junction of West One Hundred and Twenty-fifth street and St. Nicholas avenue, connecting there by suitable curves, switches and appliances with the company's cars which may run over the Ship Canal to and across the bridge over Spyten Duyvil creek at Broadway; through and along Kingsbridge road or Broadway to the City line.

Also from the junction of

That said proposed extension and branches w.l. be about eleven miles or thereabouts in length, and will become and be a part of said rollroad will greatly accommodate the public and promote the convenience therewith.

That the construction of said rollroad will greatly accommodate the public and promote the convenience therefor travel to the territory through which said railroad will afford additional and much-needed facilities for travel to the territory through which said railroad is a part of a continuous line to their destination for gae that the railroad proposed to be constructed, extended and maintained and operated by your petitioner, as a part of a continuous line to their destination for gae that the railroad proposed to be constructed, extended and maintained and operated by your petitioner, as hereinbefore set forth, is intended to be operated by any motive nower other than steam locomotive power, which now or hereafter may be lawfully used or employed on its route.

Your patitioner further shows that pursuant to the laws of this State, it is necessary for it to obtain the consent of the Common Council of the City of New-York to enable it to construct, maintain and operate the railroad aforesaid, and, accordingly, your petitioner new applies to your Honorable Body for such consent.

Wherefore your petitioner prays and mikes application to the Common Council of the City of New-York for its consent and permission to be granted to your petitioner, its successor, successors, lessees and assigna, to construct, maintain and operate a stream for public use through, upon and along the avenues, streets and highways above set forth and described, together with all necessary connections, switches, satings, streets and highways above set forth and described, together with all necessary connections, switches, satings, turn-outs, turn-tables, cross-overs and suitable stands for the convenient working of said railroad and for the accommodation of the company's care which may be run over said railroad by your petit